Bonners Ferry Bridge
Spanning the Kootenai River
Bonners Ferry
Boundary County
Idaho

HAER No. ID-5

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
National Park Service
Department of the Interior
Washington, D.C. 20240

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HISTORIC AMERICAN ENGINEERING RECORD

BONNERS FERRY BRIDGE

Location:	City of Bonners Ferry, Boundary County, Idaho
Date of Construction:	December, 1932 through June, 1933
Present Owner:	Idaho Transportation Department
Present Use:	The bridge carries US-95/2 over the Kootenai River and connects the north and south portions of the city of Bonners Ferry
Significance:	The bridge is an excellent large example of through truss technology
Historian:	John C. Baker & Richard A. Jobes Idaho Transportation Department
Date:	January, 1981

PLEASE NOTE: This report contains data not typically found in HAER documentation files. It was prepared by the Idaho Department of Transportation and presumably reflects the attitudes held by the department in recent years. Readers are advised to use this material with thoughtful discretion.

The year was 1932, and the Great Depression blanketed the land with misery and despair. Businesses and factories were closed, or barely operating, farmers could not sell their production for enough to pay the mortgage, banks were failing, and money was not to be had. Millions of men were out of work, walking the streets or riding the rails in search of a better place, a better time. Will Rogers offered his country humor and pithy comments from his syndicated column in newspapers across the country, or from the radio, and Joe E. Brown and Jackie Coogan entertained those who could afford the price of a movie.

Men and their families went hungry, for work was not to be found, and to eat one had to work. A beef roast could be had for 12¢ a pound, and hamburger sold for 2 pounds for a quarter, but few could afford to buy. Beans - red, white, navy - were a staple of the diet, and homemade bread (flour was 93 cents for 49 pounds) was more often than not spread with lard (4 pounds for 37¢). Most families in rural communities such as Bonners Ferry depended upon the home garden to stock the family larder, and hunting provided occasional meat additions to the table.

Idaho, with a population of about 445,000 (1930 census) had over 20,000 unemployed. This figure understates the distress of the people, for the state was largely rural with an agricultural economy. Many farmers, unable to make enough to pay expenses, had their farms sold to pay the taxes, or lost their land through bank foreclosures. Boundary County's 4,555 people were no exception. The Boundary County relief committee was collecting donations, and received $800 from the state relief fund in October, 1932, toward their goal of $1,200. The money

was to be used to employ men with familes for local road work during the summer, at a rate of $2 for a 10 hour day. Employment was to be limited to a maximum of 12 days per month.

President Hoover announced that the national distress could be ended if people would stop hoarding their money.

Congress appropriated funds for emergency construction of public works, the Federal Aid Emergency Act (Public Law 302) on July 21, 1932. This money, administered by the Bureau of Public Roads, Department of Agriculture, made possible the replacement of the Bonners Ferry Bridge, with the federal share of the cost of the project set at 60 percent. Federal administration of the project was by E. E. Kidder, senior highway engineer, and B. J. Finch, District Engineer, from the Bureau of Public Roads office in Ogden, Utah.

Planning for the location of the new structure began in 1930, even though the state did not have enough money to pursue the project and the new bridge was not placed on the state construction program. The old wooden bridge, owned and maintained by the county, was seriously deteriorated and its failure would sever the only crossing of the Kootenai River on the vital North-South Highway. The replacement of the bridge became urgent when a late February, 1932 ice jam in the Kootenai River further damaged the structure. The Bonners Ferry Herald reported that on February 29, 1932 the "most spectacular ice jam ever known in local history ... tore out two bents of the bridge support at the south end". The ice jam was reported to extend six miles up the Kootenai River. The bridge was closed for 30 hours for repairs and was reopened only to light traffic

with a load limit of 4,000 pounds. The bridge was visited by H. T. Evans, Idaho Bureau of Highways District Engineer, on March 1st, and inspected again by Mr. Evans and E. E. Kidder of the Federal Bureau of Public Roads on March 6th. Mr. Evans reported to J. H. Stemmer, Idaho Director of Highways, in a March 10, 1932 letter that the bridge was pushed "out of line all the way from a few inches to about a foot and a half....In general, the whole structure is very weak." Mr. Cave, the County Engineer, made emergency repairs to the bridge, and county plans to spend about $5,000 on repairs to the bridge during the year were shelved because of the condition of the structure and the possibility of obtaining a new crossing.

On March 12, 1932, Director of Highways Stemmer gave District Engineer Evans authority to "make permanent locations and investigations of the various bridge sites at Bonners Ferry..." On September 6, 1932 the Commissioner of Public Works, G. E. McKelvey, allocated $175,000 for the project: $140,000 was from 1932 emergency relief funds and $35,000 was to be used from 1932 federal aid funds.

County Commissioners John J. Conway, Sr., Emil Frank, Sr., and Charles J. Daufau met with Governor C. Ben Ross in July and traveled to Boise in August in an effort to have the $40,000 local share of the project reduced. In August the Commissioners announced that the state had agreed that the county could use the $26,000 which the county had available for the local match, plus the proceeds from a 2½ mill levy to be imposed the following year.

After this, events occurred quite rapidly. On November 12, 1932,

the Commissioner of Public Works issued a notice of letting advertising for bids for the project, due by December 1, 1932. The engineer's estimate for the project was $215,015; when bids were opened on December 8, the Puget Construction Company of Seattle, Washington was found to be the low bidder at $181,345, and the contract was awarded to Puget on that day.

Joseph A. Murphy was pulled from the nearly complete Fairview Bridge project in Boise and assigned to the Bonners Ferry Bridge project as resident engineer. Joe Murphy had also been the resident engineer on the Oldtown Bridge project across the Pend Oreille River connecting Oldtown, Idaho and Newport, Washington. Mr. Murphy's salary during this time was $215 per month; a check for $185 was sent to him each month along with a check for $125 for T. S. Flood who was assigned to the project as an inspector. Mr. Flood's normal assignment was the materials laboratory in Boise.

Joe Murphy was reported to have left for Bonners Ferry on December 8th, the same day the bids were opened. The first cold weather of winter also settled over Bonners Ferry during this week, with the temperatures dropping to near zero during the night.

The special provisions of the contract signed with Puget Construction Company, which appear to have been part of the standard contract for all emergency construction projects, called for the intensive use of hand labor in an attempt to provide employment to as many of the unemployed as possible. Local labor was to be hired whenever possible, the men to

be selected from lists maintained by the Local Employment Committee, in this case County Commissioner Frank. The workers were not permitted to work over thirty hours per week, with a minimum wage of fifty cents per hour for unskilled and sixty cents per hour for skilled laborers. The contractor or his agents was not permitted to charge more than $1.00 per day for board and lodging or more than thirty cents for any one meal if these were to be provided. The contract provided that all clearing and grubbing, trimming of slopes in cuts and fills, spreading of fills, ditching, finishing of earth surfaces, trenching, loading and unloading, mixing of concrete, excavation and backfilling be done by hand. Hand labor was also required for carpenter and form work, placing of material, finishing of structural concrete, painting, and any other work not specifically listed.

During mid-December equipment began arriving at the bridge site, and a state survey crew staked the alignment of the new bridge across the ice which had formed over the river. Puget leased the L. N. Brown lots across from the Meeker machine shop for storage, and lots between the railroad tracks belonging to E. W. Porter were leased for a central mixing plant. The concrete was to be hauled by hand over a low bridge on the lower part of the false work to the pier sites. Joe Murphy reported on December 17 that the assembled equipment included one gas derrick, one steam derrick, one Northwestern crane, one Horton crane, one gas pile driver, a general cofferdam pumping layout, and a concrete plant. The report also stated that 132 tons of steel sheets and four cars of lumber were on the way to the site.

The special provision in the contract requiring local labor to be hired from the list maintained by the local Labor Commissioner caused some problems during the early construction. With the severe unemployment problem at the time, nearly every man in the county was eager for a job on the bridge project, and Labor Commissioner Frank was apparently determined to have as many local men on the job as possible. The conflict arose when Commissioner Frank insisted that local men be hired from the county list for skilled positions, while Joe Murphy insisted that only unskilled labor needed to be hired locally. Director Stemmer finally sent Murphy a Federal Bureau of Public Roads determination by the Chief Engineer stating that the Labor Commissioner only need furnish a list of skilled and unskilled labor, and the contractor was only obligated to select unskilled labor from the list. The enthusiasm of the local men for any kind of job during these hard times was understandable, and during the dispute Joe Murphy complained that "a big percentage of Boundary County's population must have been bridgemen before they settled upon the Kootenai!" Murphy reported that many men were claiming to be expert bridgemen who couldn't get four feet off the ground, and the trial and error method of selecting men was wasting the contractor's time.

The ruling transmitted by Stemmer seems to have settled the issue, and by mid-January about 75 men were employed on the project on two shifts of five hours each. Joe Murphy warned the people of Bonners Ferry, in a story reported in the Bonners Ferry Herald, that a hazard was being created by all of the spectators hanging on the old bridge watching the work.

Work on the bridge progressed rapidly despite the cold of a severe

northern winter. During January 32 inches of snow fell, and the temperature hovered around the zero mark. February brought a cold snap, plunging temperatures down to 30 below zero. On February 9 the local newspaper reported readings of 26 below around town. The paper noted that progress on the bridge was continuing despite the cold weather, and one night shift was being maintained.

The pace of the construction increased in March as the piers neared completion. Four shifts, about 150 men, were now at work on the bridge. Murphy reported that pier 8, which was completed the first of March, required the deepest cofferdam work ever done in Idaho, and was the highest bridge pier in the state. The pier extended 92 feet from the bottom of the base to the bridge seat, contained about 668 cubic yards of concrete, and measured 50 feet by 15½ feet at the base. This one pier alone was reported to cost $18,500.

The Bonners Ferry Herald on March 2 reported that the bridge construction was being watched closely by engineers and construction firms throughout the Northwest. The equipment used in the construction was stated to be the largest and most complete assemblage ever brought into Idaho. The pier holes were reported to be dewatered by four 75-horsepower pumps with a combined capacity of 12,000 gallons per minute.

Joe Murphy reported to state bridge engineer Charles A. Kyle on April 5 that all of the piers would be finished on April 9th, and that the erection crew completed span No. 8 in 3½ days erection time. The Bonners Ferry Herald reported that the fifth and last steel span was

completed on April 24th, with three riveting crews working on the steel spans.

The Bonners Ferry Herald of June 1, 1933 reported, under the headline "New Bridge Here Sets Record", that the last floor slab on the bridge was poured on May 27, a Saturday. The newspaper reported: "the completion of the 1256-foot concrete and steel bridge in the period from January 2, 1933, when the first pile was driven on the new bridge alignment, to May 27, when the last floor concrete was poured, is a speed record in the west's bridge-building history, according to J.A. Murphy..." Other, similar bridges in Montana and Idaho were reported to have taken 15 to 16 months to construct. The bridge was the longest and largest the Idaho Department of Public Works had ever constructed.

Four five-hour shifts worked on the bridge during the peak of construction during the severest winter weather when temperatures were 20 to 26 degrees below zero. These construction crews erected seven hundred tons of steel in 28 working days. Six hundred thousand board feet of lumber were used during construction, and thirty-five carloads of cement from Metaline Falls were used in the concrete. Twenty-six carloads of steel were shipped by the Great Northern Railroad in 140,000 pound special steel transit gondola cars, from the Gary, Indiana, American Bridge Company fabrication shops. A total of 176 tons of reinforcing steel was used in the concrete spans and the steel span floors. The construction required 40,000 rivets to fasten the steel spans in place.

The construction of the bridge was a remarkable achievement under adverse conditions, and its opening to public use fittingly reflected

these beginnings. The bridge was opened only 16 days after the pouring of the concrete floors instead of the usual 28 days, because a spring flood threatened the final destruction of the old bridge. No mention of a formal dedication of the bridge has been found in either Division of Highways files or the local newspaper of the period.

The following technical narrative, prepared by Richard A. Jobes, describes the engineering features of the bridge in detail. The appendix following this report contains an early (undated) location report.

Material for this report was obtained from Division of Highways files and from the Bonners Ferry Herald, 1932 and 1933 issues.

TECHNICAL NARRATIVE - EXISTING BONNERS FERRY BRIDGE

The Bonners Ferry Bridge is 1256' long consisting of 4 concrete approach spans (1 @ 42'-0", 2 @ 60'-0" and 1 @ 61'-6"), 5 steel truss spans (5 @ 180'-0") and 2 concrete approach spans (1 @ 61'-6" and 1 @ 60'-0"). The bridge carries a 20' roadway, 5' sidewalk, and several utility lines across the Kootenai River in Boundary County. The bridge also supports a U.S.C & G.S. gaging station for flow measurements on the Kootenai River.

The structure was designed in 1932 and 1933 by the Bridge Design Section, State of Idaho, Department of Public Works, Bureau of Highways under the direction of Charles A. Kyle, Bridge Engineer. The concrete spans were designed by John J. Byer and checked by Ray Archibald. The steel spans were designed by Art L. Kahl and checked by Pierre Peugot. The prime contractor was Puget Construction Company of Seattle, Washington and the steel trusses were fabricated by the American Bridge Company of Gary, Indiana.

Structure Design

The structure was designed under AASHTO specifications for an H-15 design live load. The floor system and the concrete spans were designed for 2 15-ton trucks passing with 30% impact. Sixty percent impact was used on all steel floor beam hangers, end floor beams and all floor beam connections. A moving wind load of 30 pounds per square foot was applied to all exposed floor construction, the side area of all railings and 1½ times the side area of a truss. The piers were designed for wind loads, water pressure, dead loads and an ice load of 30,000 pounds per square

foot acting over one foot of height by the width of the pier concentrated at elevation 1746.0. The piling was designed for a bearing capacity of 22 tons per pile including wind loads.

Concrete Span Descriptions

The concrete approach spans were cast-in-place, "Tee-girder" construction with a 20' roadway, 5' sidewalk and ornate concrete railing commonly used during this era. Each span used 3 girders with curved haunches and a 10½" slab. Girder depths varied from 7'-10" at the supports to 4' 7-3/16" at midspan. Girder widths varied for each span from 1'-4½" to 2' 3-3/4". Girders were spaced at 10'-0" centers on all spans.

The approach spans on the south end of the structure (spans 1, 2, 3 and 4) were on a curvilinear alignment. The curve data is as follows: = 20°57'; D = 8° Lt.; T = 132.4'; L = 261.9'; and R = 716.2'. The girders were laid out along the centerline chord with a variable overhang to compensate for the curve.

The approach spans on the north end (spans 10 and 11) are on a tangent with no special design considerations.

The approach span lengths were as follows: Span 1 = 42'-0"; Spans 2 and 3 = 60'-0"; Span 4 = 61'-6"; Span 10 = 61'-6"; Span 11 = 60'-0".

Steel Spans

The five steel spans consist of 5 identical curved-chord Pratt-truss spans with a concrete slab and a wooden sidewalk. All connections

in the trusses are riveted.

The lower chords on the trusses are double 15" channels with tie plates at approximately 3' centers. The upper chords are double 15" channels with a cover plate and double lacing. The end posts are double 15" channels with cover plate and double lacing. The vertical posts are double 9" channels with tie plates or lacing. The diagonals are double channels (9" or 7") with tie plates. The counters are double 3" x 2½ x 5/16" angles with tie plates. The top laterals and portals consist of four 3" x 2½" x 5/16" angles laced. The lower laterals and sway bracing are 3½" x 2½" x 5/16" angles. The floor beams are 30" I beams. The stringers are I beams (1 - 24 x 74 @ b, 2 - 21 x 62 2 8'-7" Rt and Lt of b).

The 2" x 8" Douglas Fir sidewalk is supported from the downstream truss by brackets made from double 3" x 2½" x 5/16" angles with two longitudinal 12" channels and nailing strips.

Total structural steel weights in the trusses was 1,319,264 pounds. Structural steel was ASTM A7-29. Cast iron was ASTM A48-29. Cast steel was ASTM A27-29.

Fixed bearing units consisted of wrought steel plates and cast iron fillers planed after riveting. Expansion bearing units consisted of planed wrought steel plates and four 5½"ϕ rollers at each truss.

Substructure

Abutment No. 1 and Piers 1 through 8 were supported on timber piling. Piers 9 and 10 and Abutment No. 2 are supported on spread

footings keyed into bedrock. Piers vary in height from 21'-0" to 90' 9-3/4".

Revision or Remodeling Structure

During periods of extreme high runoff, water had on occasion flooded portions of the first four spans of the bridge forcing closure of the bridge. This, coupled with realignment and improvement of U.S 95 to the south, led to major revisions to the concrete approach spans (1 through 4).

The widening of the Bonners Ferry Bridge was designed in 1969 and 1970 by Tibor Koller and checked by Karl F. McCullough for the Idaho Department of Highways under the direction of R. B. Jarvis, Bridge Engineer. Construction was completed in 1971 by N. A. Degerstrom, Inc. of Spokane, Washington.

The structure modifications included widening of Pier No. 3, driving sheet piling, removal of Spans 1 and 2, construction of an abutment at Pier No. 2 (incorporating existing Pier No. 2 pier as part of the abutment), widening of spans 3 and 4 and rail replacement.

Pier No. 3 was widened approximately 9'-0", the existing slab, brackets and rail was removed from the upstream side of the structure to the face of the first girder. The upstream side of the new abutment was constructed and two new "Tee" girders, slab and rail completed the widening upstream. The new abutment on the downstream side was completed and the railing removed. New railing and some slab widening completed the project.

Extensive use of waterstops between the slab and rails and tying the abutment wingwalls into adjacent sheet piling were used in an attempt to prevent floodwater from encroaching on the roadway, forcing closure of U.S. 95.

APPENDIX

Arguments for and against having the approach of the proposed new bridge across the Kootenai River abut on the present Main Street. This digest written by F. B. Camp who has made a particular study of the proposed bridge during the past five years, during which he has heard every side of the vital question, argued by those most interested in the building of the bridge and its possible location.

ARGUMENTS FOR:

Property owners of Main Street naturally feel that the building of the new bridge to abut on a street other than Main Street will cause a depreciation in the value of their different properties, this depreciation being caused by the deflection of transient business away from certain lines of business such as filling stations, service garages, eating houses, grocery and racket stores and general merchandise stores and pool rooms. There is not a question of doubt about a certain amount of business deflection, particularly so from certain filling stations, tire shops and service garages, that are strategically situated on good corners. A certain amount of deflection might be felt by the eating houses and other stores, but the real amount would be negligent in quantity, especially to those places of long established standing.

Start on the right hand side of Main Street, as you come from the present bridge, and traverse the possible two blocks on each side. During the act of traversing stop at each business place and figure out to just what extent it would affect the said business properties.

Our first building belongs to the City of Bonners Ferry, the City Hall, office of the Light and Water Department, fire station and public library. With the exception of the fire truck, which might have to travel an extra block to the approach of the bridge on First or Second Avenues to make it possible to cross to the north side, the city's business block would not be affected.

Next to the City building we have the Bonner Motors, dealers in Ford cars, gasoline and oil and operators of a service garage. The oil and gas business of this place would naturally be affected by the switching of through traffic to another street, but not to such a great extent, because all owners of Ford cars usually go to the Ford agents for service. The building occupied by this company was, until recently, owned by the First National Bank. The alleged owner now is C. W. King, Vice President of this bank. Residential apartments occupy the overhead story.

Joining this building is the Rex Theatre. Mr. Casey's business would not be affected by the removal of the bridge from Main Street. Joining the Rex Theatre is the First National Bank Building. The business of this institution would not be affected.

Crossing the intersecting street we find the Simonds Drug Store. This building is owned by C. D. Simonds, President of the First National Bank. The transient business of this place, consisting of soda fountain and sundries might be affected to some extent, but owing to the fact that it is one of the two drug stores in Bonners Ferry and that both are located on Main Street and that no other would exist, the deflection

would be slight. Joining the Simonds Drug Store is the Boundary Dry Goods Company, a business that is not affected by transient travel or tourist trade. Next comes the Commercial Hotel. This being the only hotel in Bonners Ferry that is first class its business would remain as is.

Next to the Commercial Hotel we have the Frye Block, occupied on the ground floor by the Hawks Drug Store and the Howe Jewelry Store and on the upper floor by apartments and the offices of Dr. Frye and Bowell. The deflection of business from the Hawks Drug Store and Howe's would also be slight, as both businesses are now supported practically 95% by the people of Bonners Ferry and Boundary County.

The office and plant of the Bonners Ferry Herald would do business as it is now doing regardless of where the bridge was located and the Zimmerman Meat Market building adjoining would also be unaffected. The small barber shop of Stanmer's might lose a few transient shaves and hair cuts during the summer months.

Next to this building is the store of the J.C. Penney Company. This would not be affected. Boundary County people support this store. Next to Penney's we have the Bonner Bakery. This place does the bulk of its business with local people throughout the entire year. Sales of cookies, bread, etc. to transients during the summer months might fall off a trifle.

Next come Dell Cane's Barber Shop and then McMarrs Grocery Store, neither of which would be affected adversely.

Next to McMarrs is Helmer's Racket store. His sales of souvenirs and postal cards, etc., might fall off, particularly so if another racket store was to open on First or Second Avenue, but even he would not be materially hurt.

Next to Helmer's we have the Kootenai Valley Produce Company, a stock company, locally owned and operated. This in no way would be affected. This place is dependent entirely on its county business.

Crossing the other intersecting street we have the Casey Hotel on the corner. An old wooden shack, owned by Japanese, in which on the ground floor is a cafe and lunch room. This eating house might lose a great deal of transient summer business if the new bridge is built on another street. Next to this place is a building formerly occupied by the Telephone Company, in which we find the Northern Idaho Freight Company and a small tire shop, where vulcanizing is done. The tire shop might lose some business. Next to this place is a ladies' clothing shop and next to that a dry cleaning place. Neither of these places would be affected materially.

Then we have Bonners Ferry's best eating place, the Manx Cafe, which is owned and operated by Mr. and Mrs. Stacey. This place would undoubtedly lose considerable summer tourist trade, which now nets them practically 50% of the total tourist business. The building is owned by W. L. Kinnear, who also owns the building across the street in another block, the Jackson Variety Store.

Now we cross the street. We find on the corner the Corner Filling Station and Service Garage. This building is owned by Tom Nicholson and is a Conoco-Standard station. This place is the first now entering Bonners Ferry from the west and its location gives it the edge on all other filling stations. The bulk of the business done at this place is during the summer months, in sales of gasoline and oil.

In this building is a tire shop, a real estate office and a Transfer Office. On the other corner as we go toward the river we find the Texaco Filling Station; this place also does most of its business with transient trade in the summer months. It is operated by the Ellersick Brothers, who also have the agency for the wholesale Texaco business. The company has tanks on the railroad right of way.

On the corner across the intersecting street is the telephone building, not affected.

Skipping two vacant lots we have the Monks Hardware Company, dependent entirely on county business, then the Piggly-Wiggly Grocery, another chain store not affected, next to this a small eating house called the Green Lantern that does some tourist business during the summer months. Then a pool hall, another hardware store doing county business 100%, the Jackson's Variety Store, then on the corner Brown's Grocery, a locally owned store doing all cash and credit business. Across the intersecting street we have the Myers and Strom Building, with a pool hall, and Gents Furnishing Store on the ground floor and apartments and offices upstairs. With the exception of the pool hall and possibly a few small things by the Gents Furnishing Store, none of these would be affected. Next comes

the Simonds Furniture Company, a store owned by C. D. Simonds and catering to local people. Next to that the Bonner Battery and Ignition Service and the Chevrolet Garage. These two places would lose gas and oil business, also battery and accessory business. That is all of Main Street.

Now let us speak of just how and who owns the property so that you will understand clearly why a certain element headed by the mayor of Bonners Ferry is threatening to sue and seek injunctions against the state, federal government and county if they select another site other than Main Street.

Main Street property is owned as follows:

Rex Theatre by Walter Casey. Bank did have mortgage.

** Eastlund Block (Bonner Motors) by C. W. King.

** Bank Block - Simonds - King-Hawkes and associates stock holders.

** Simonds Drug Company - by C. D. Simonds.

Boundary Dry Goods Building and Commercial Hotel - George Gray.

** Frye Block by Dr. E. E. Frye and Howe (Hawks Drug Store in this building pays rent to these men).

Zimmerman's Meat Market by Zimmerman and Sons.

** Bonners Ferry Herald Building by C. W. King.

** (Starmer's Barber Shop pays rent to C. W. King.)

J. C. Penney Building by J.W. Reid.

Bonner Bakery by John Walden.

Shamrock Pool Hall by Jefferies and Wilson.

McMarr's Store by McMarrs.

** Kootenai Valley Produce Co. Local stock company with Simonds, King et al interested.

Casey Hotel by Japanese.

North Idaho Freight by Interstate Utilities.

Janes Store, City Cleaners and Manx Cafe building by J. W. Kinnear.

Corner Filling Station by Tom Nicholson.

Texaco Filling Station by Texaco Company.

Telephone building by Interstate Utilities.

Monks Hardware Co. building by Oddfellows Lodge.

** Piggly Wiggly Store building by 1st National Bank.

Kemp-Cleveland Hardware Building by John Walden.

Jackson's Variety Store building by J. W. Kinnear.

** Brown's Grocery by L. N. Brown.

Myers and Strom Building by Myers and Strom.

** Bonner Furniture building by C. D. Simonds.

** Chevrolet Garage and Battery Service building by Dick Thomas.

** Pastime Pool Hall building and Green Lantern Cafe by C. W. King.

All the above properties marked like this ** are owned and controlled or mortgaged to the 1st National Bank or its officers and stockholders. Simonds, King, Frye, Hawks, etc. The bank also has a mortgage on the furnishings of the Commercial Hotel. It owns the store occupied by the White Grocery, the post office. The Vanity Barber Shop building is owned by C. D. Simonds. Dr. E. E. Frye, C. D. Simonds, C. W. King and associates who practically own and control Main Street are naturally fighting the placing of the bridge elsewhere than Main Street.

If the bridge is placed on First Avenue the following places of business will benefit: the 1st Street Garage and Service Station, the

Boundary Creamery, Berger's Garage and Repair Shop, Foley's Cafe, Al DeLashmutts New Filling Station and Tourist Cabin Park and property owners owning vacant lots where buildings might be erected to house eating places, racket stores and possibly a pool room and ice cream parlor. The same will apply to property on Second Avenue if this site is used. The general consensus of opinion throughout the town and county is that the First Avenue or Second Avenue site is the most feasible, the most economical, the most direct tangent that can be used. (The new Pack River Bridge and the old Pack River Bridge illustrate perfectly the existing condition here at Bonners Ferry on a smaller scale.) The bridge is wanted and needed badly and the majority of our people will be satisfied with a new bridge at any point chosen by the engineers. The tax payers of the county generally do not care where the bridge crosses the river just so long as the river can be crossed safely. The population of our county and city, which supports Bonners Ferry at least 95% through the entire year, will continue to support the town regardless of where the bridge is put. Our transient and tourist business is entirely seasonable, limited to a maximum of five months and reaching its peak in July and August. While the tourists buy gas, oil, merchandise, supplies, etc. from our merchants on Main Street, the total business done with them is nil compared with that done with the population of our county, which trades here 365 days in the year. What is wanted is a bridge, a first class bridge, constructed as soon as it is possible to secure the funds. If this bridge is located one or two or even five blocks from our present Main Street, it will not detract from our tourist business. Those wishing to visit Bonners Ferry will do so and patronize Main Street just the same as they do now. Those not wishing to stop will wheel through as they do now. This new bridge and its approach to our town from the

west should eliminate the railroad crossing by going overhead. This condition is wanted by the Great Northern and can be accomplished with the First Avenue survey or the Second Avenue survey. The new bridge is one of the connecting links in the Park to Park Highway between Spokane and Glacier National Park. This highway when finally completed will be one of the heaviest traveled highways in the northwest and will be a direct connecting avenue with our own North and South Highway. Our bridge here at Bonners Ferry and the bridge at Sandpoint are vastly needed improvements and the placing of them should be left entirely to the federal and state engineers who are conversant with such construction and its need to be placed on the straightest route at the least expense to the tax payers.

The petition, which was recently circulated concerning the need for a new bridge and its signers wanting it to abut on Main Street, was conceived and drawn up by Dr. Frye, Simond, King, et al. The majority of the signers signed because their neighbor did, as people usually sign.